

POST OFFICE NOTICES.

MAILS will close—
For KOBE & SHIMONOSEKI.—
For *Fukien*, at 3 p.m., on Thursday,
the 26th July.
For SAIGON.—
For *Petropav.*, at 3 p.m., on Thursday,
the 26th July.
For MANILA.—
For *Yuenlong*, at 4 p.m., on Thursday,
the 26th July.
For SAMSHUI & WUHOW.—
For *Wuchow*, at 4 p.m., on Thursday,
the 26th July.
For SINGAPORE, PENANG & CO-
LONBO.—
For *Perak*, at 4 p.m., on Thursday,
the 26th July.
For SINGAPORE, PENANG & CAL-
CUTTA.—
For *Kemantin*, at 11 a.m., on Friday,
the 27th July.
For MANILA, THURSDAY ISLAND,
TOUVILLE, BRISBANE, SYD-
NEY & MELBOURNE.—
For *Yentafo*, at 3 p.m., on Friday,
the 27th July.
For KUMCHUCK & SAMSHUI.—
For *Siloso*, at 4 p.m., on Friday, the
27th July.

MEMOS. FOR TO-MORROW.

Shipping.

10 a.m.—*Halton* leaves for Swatow.

Meeting.

11 a.m.—Private Meeting of Shareholders
of the Great Eastern and Caledonian
Gold Mining Co., Ltd., at the Com-
pany's Office, No. 9, Praya Central.

General Memoranda.

SATURDAY, July 28.—
2.30 p.m.—Auction of Valuable House-
hold Furniture, at 'Clavelly,' Peck
Road.
Last for Subscription Grilling Closes.

Interim Dividend of 8% on Shares of
the Hongkong Ico. Co., Ltd., payable.Goods per *Afrika* undelivered after this
date subject to rent.SUNDAY, July 29.—
Goods per *Afrika* undelivered after this
date subject to rent.MONDAY, July 30.—
3 p.m.—Auction of Crown Land situated
at East of Quarry Bay.3.15 p.m.—Auction of Crown Land situ-
ated in Barker Road.4 p.m.—Auction of Crown Land situated
at Hung Hom, East of St. John's
House.TUESDAY, July 31.—
2.45 p.m.—Auction of Household Furni-
ture, at No. 2, Richmond Terrace.Interim Dividend of \$1.50 on Shares of
the West Point Building Co., Ltd., payable.Interim Dividend of 8% on Shares of the
Hongkong Land Investment and
Agency Co., Ltd., payable.WEDNESDAY, August 1.—
Goods per *Wienor* undelivered after this
date subject to rent.SATURDAY, August 4.—
Register of Shares of the Hongkong and
Shanghai Banking Corporation, closed
from the 4th Aug. to the 18th Aug.,
both days inclusive.TUESDAY, August 7.—
Noon.—Meeting of Shareholders of the
Hongkong, Canton and Macao Steam-
ship Co., Ltd., at the Office of the
Company, No. 18, Bank Building,
Noon.—Meeting of Shareholders of the
Hongkong and Shanghai Banking Cor-
poration, at the City Hall.A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT
MERCHANTS.

PORTS.

(For Invalids and General Use.)

For des-
Case.B.—VINTAGE, superior
quality, Red Capsule... \$14.40C.—FINE OLD VINTAGE,
superior quality, Black
Seal Capsule..... 16.20D.—VERY FINE OLD VIN-
TAGE, extra superior:
Violet Capsule..... 20.40E.—One of the Finest
VINTAGES in the Market.
Gold Capsule..... 30.00Port after removal should be
rested for a month before use.Wine required for drinking at
once should be ordered to be de-
canted at the Dispensary before
being sent out. These Wines
are too favourably known to need
comment.Sample bottles and smaller
quantities will be supplied at
proportionate wholesale rates.A. S. WATSON & CO.,
LIMITED.

Queen's Road Central.

at the publication of this issue commences
at 5.05 p.m.

The China Affair.

HONGKONG, WEDNESDAY, JULY 25, 1900.

Three times within the last four decades, China has been the theatre of extensive, bloody and formidable rebellions. Of those, of course, the Tai Ping uprising against the present dynasty was the most terrible and devastated by far the widest areas. It is well known that 20,000,000 souls were swept away in the carnage that marked the rise, progress and retrogression of this terrible calamity. It waxed and waned for fourteen years, with changing fortunes, and was crushed out only in 1865. Old residents in China still recall its horrors.

Concomitant with the closing years of the Tai Ping Rebellion—for it broke out in 1850—but continuing beyond it, for it was not suppressed till 1873—was the great Mohammedan Rebellion of Yunnan. This outbreak was not directed so much

against the ruling Manchu dynasty, as against Ching's rule in any form. The Imperial rule, during its struggles with the

Tai Pings, had become weak in some parts of China, and very weak over the wild tribes of those far-off regions. The Moslems, therefore, struck for political freedom and self-government. This was suppressed by Brigadier Li, when he and his victorious soldiers massacred most of their opponents.

The third rebellion occurred in the North West, in the wild tracts of Kansu, and wider, mountainous of Turkestan, where great lawlessness prevailed and raged from 1861 till 1873. This too was a Moslem madam outbreak. As in Yunnan, the followers of Islam rose against the weak hand that had tried to coerce them, and were determined to free themselves from all control. But again the central authority sent forth its hordes of soldiers under the famous General Tao, who the summer months cultivated the waste lands through which they passed, and so grew their own grain and vegetables and supplied their own needs. The same policy was adopted as before, i.e. there were more and more to the rebels suppression, distinction, and punishment. The fire of rebellion died out for want of fuel to keep it alight. In these three rebellions, there are two points worthy of notice. First, the element of religion entered largely into the outbreak in Yunnan and in the North West, but the rebels hated idols with a fierce bitterness and spared none wherever found. Secondly, these uprisings were quelled in the same ruthless way. There was no attempt at pacification, no looking into any real or alleged grievances. The insurgents and their families were annihilated like a horde of riptes. Dead men sleep longest.

The present rebellion which has burst forth with such sudden and tremendous energy, and presents such a formidable front, is different in one respect from all that have gone before. True, it is characterised by the same blood-thirsty cruelty, that appears to be almost fiendish in its intensity, and the same utter disregard of distinctions between combatants and non-combatants, men and women, adults and children. But in this case, the insurgents are not fighting the Chinese Government. They are not striving after a new ideal of political freedom, they are not aiming at religious liberty.

Although perhaps they don't know it, they are really fighting against a new civilization, against the introduction of unbalanced ideas. They are fighting against the *taipai*, which, in the West, completely dominates the life of men, at the close of the nineteenth century. It is said, by some, that the movement is directed against

the missionary, that it is determined at-
tempt to drive out Christianity. Hence
the Rebels begin by murdering native
Christians and missionaries. We believe
that such a diagnosis is ridiculously incom-
plete. That these have suffered first, is
fully explained by the fact that they are,
in many cases, more exposed and more
unprotected than others. But the attack
does not end with them, as we know too
well. Christianity, modern ideas, Western
education, the general conception of political
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and aggressive nations and Christian
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who sees himself going down before a foe,
—a more powerful antagonist—without
chance of escape. Behind a like un-
doubted irritation caused by the presence
of Europeans in China, there surges
yet more deeply in their heart a passionate
restlessness because of the loss of territory
which they have suffered at the hands of
European nations, and because behind
all this they see dimly looming up and
pressing yet more closely upon them, the
yet more terrible calamity of a thorough
revolution of the Chinese Government,
and further aggression on the part of the
pioneers of the modern *taipai*. These
are the foes which have roused
the mandarins, as well as the
ignorant and superstitious people, and
those are the dreaded dangers which
they are fighting to conquer.

Recent telegraphic communications tell
us that all China is not in sympathy with
this terrible outbreak. It is not without
interest to ordinary readers to note this.
Apart from the fact that we have only one
third of China to fight, it is instructive to
observe what provokes the Viceroy to have
pledged themselves to keep neutral, upon
certain conditions. It is somewhat difficult
to secure accurate information, but from all
that can be ascertained, whilst there are
Provinces which have thrown in their
lot more or less eagerly and heartily with
the Boxers, there are no less than twelve
that have declared for neutrality. The
central Provinces are well-known Shantung,
Kansu, Anhui, Chinkiang, Hopei, Hunan,
Kiangsu, Fukien, Kwangtung, Kwangsi, Yunnan
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CORRESPONDENCE

THE SCOTS AND THE ANTI-SCOTS.

To the Editor of the "CHINA MAIL."

CANTON, July 24.

SIR.—An ancient gentleman of somewhat unorthodox habits once remarked that a house divided against itself cannot stand. Society, here, is at present divided into two parties, viz., the Scots and the Anti-Scots, or the Sandy and the Glory Boys. In case of trouble, says the Scots, having done duty to the women and children—if there are any—of our precious skins above our national possessions, why should we stay to be shot at in daylight and have ourselves instead of brick walls and houses, why should we defend the weak, or others? Heretics are all very fine, we doubt, but we are no more anxious to meet with our probable destiny than are the rest of rogues of the world over. What profit it a man if the world wakes up one fine morning and reads, "It was a glorious defense; casualties were?" if that one happens to be himself? We have legs, so in case of trouble let us put them to the practical use for which they were no doubt made.

"Now, say the Anti-Scots, we are men. It is not for mere vagrants that we fight, but for "Honour and Glory." The honour of the race. The honour of the nation. What after all is life worth anyhow? To eat, to sleep, to get up. Make many go home. French steamship companies, Makau, happy hotel-keepers, Hunt up dead bodies, and so on. Report the process. *Qui a le plus, a le moins*. Let us care out a name for ourselves in history, by the very simple process of carving through other people's bodies; let us kill a few rogues just to let the world know we are alive."

Then the Scots say that the Anti-Scots are like little children, who want to play with weapons they don't understand, and which will hurt them; and that once upon a time they knew all about that; but that is another story. They also say that the Anti-Scots are a sort of degenerate Jungs, and that they are suffering from a disease well known to lawyers, barbers, and ladies who give advice to us. And the Anti-Scots retort, by saying that the Scots are foolish, antiquated, superstitious, and ought to be driven into the sea to make room for the men; that they simply don't know where they are, and although they may be have fathoms they have a mighty long way of going it.

And so we go on. Even the ladies are divided into Scots and Anti-Scots, most of them it is needless to say belonging to the former party, excepting a few of the bravest, the *creme de la creme*, who seem to fly; and also the missionaries who, of course, are always the first to put their principles into practice, and to leave it to others to fight their battles.

Well! There will be civil war, and then it will be simply a case of *sauve qui peut*. Already people are asking each other, "Are you a Scot or an Anti-Scot?" and everybody is doing his best to fight everybody else. The only one who looks phlegmatic, is John, who pursues all about. Some say, however, that he is more frightened of us than we are of him and that he is also forming himself into Scots and Anti-Scots. Are we not all very foolish?—Yours, etc.,

PHILOSOPHER.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

The fourth annual general meeting of the United Asbestos Oriental Agency, Ltd., was held this afternoon in the office of Messrs. Doulard and Co., Limited, general managers. Mr. G. H. Medhurst presided and the others present were Messrs. C. S. Sharp, T. Skinner, A. Hinchliffe, A. Stewart, E. G. Barrett, E. G. Smith and C. N. Young (Secretary).

The Chairman said he had the pleasure of making the shareholders with a report which he thought would be acceptable to them all, and with their permission he would take the report and accounts as read. In November last it was found necessary by the General Managers to make a call of two dollars a share, in order to meet the growing needs of the Company's business and, as a consequence of this they were able to thoroughly extend their operations. At the last annual meeting the General Managers pointed out that they had earned a dividend but had not the wherewithal to pay it. The time they were in the position of having earned a dividend and had the money to pay it. The same, during the year under review had been satisfactory, and there was no reason why it should not continue to do so, but they must bear in mind that they had to meet increased expenditure, and the Directors therefore recommended the placing of a sum of \$2,000 to the reserve fund. They had succeeded in raising \$1,750 off the cost of the launch, *Gladstone*, and \$17.85 off the value of the furniture and fittings. The stock had been very easily looked after by Mr. Brewster, and they were satisfied it was of the best quality and of a suitable nature for the trade of Hongkong. The launch had been well kept up and was in excellent condition, and was now standing in the books at \$5,000, whereas it was worth from ten to thirteen thousand dollars. With these few remarks the Chairman moved the adoption of the report and accounts. If any gentleman had any question to ask, he could be pleased to do so when.

THE TERM "EURASIAN."

A New Appellation Suggested.

A correspondent writes to the "China Gazette":

The domiciled Europeans and their descendants in India are greatly interested in the application of the term "Eurasian" to their community. The question has been raised in the columns of one of the local dailies by "the Son of a Scotchman" as to whether the term "Eurasian" is objectionable. The enquirer is personally of opinion that it is objectionable, and his reasons for his opinion are, (1) that it is etymologically incorrect and misleading as "euro" is arbitrarily meant to mean Europe, whilst the term to mean anything should be "Asia," Asian, as in the case of Franco-German, Spanish-American, etc. (2) That it is indefinite and includes all the countries in the Continent of Europe, the so-called Balkans, Russia, etc., up to the Far East. His Lordship held that when judgment was pronounced on the 3rd July, that judgment did involve indirectly the appellants' title to property and also to a civil right exceeding \$200 in value and that, consequently, leave must be given to appeal to the Privy Council as prayed for in the petition. The Puisne Judge concurred, and it was accordingly ordered that leave to appeal should be granted, subject to the usual conditions as to giving security for the costs of the appeal, &c.

THE CHINA MAIL.

GENERAL TELEGRAPHIC NEWS.

THE MAN-ON-SHARES CASE.

THE SCOTS AND THE ANTI-SCOTS.

THE MAN-ON-SHARES CASE.

Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship KUMSANG.
Captain PAYNE will be despatched as above on FRIDAY, the 27th instant, at noon.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, July 19, 1900. 1569

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship YAWATA MARU.
3,800 Tons Gross. Captain A. E. MOSES will be despatched for the above Port on FRIDAY, the 27th instant, at 4 p.m.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator; Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by Steamers of the other lines.

For Freight or Passage, apply to A. S. MIHARA, Manager, Hongkong, July 18, 1900. 1555

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship CALIFAS.
Captain BAILEY, will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, June 29, 1900. 1437

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND Points, and taking through to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN.
Captain ELLIS, will be despatched for the above Ports on THURSDAY, the 9th August, at 5 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refracting Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, July 4, 1900. 1479

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship CHANGSHA.
Captain MOORE, will be despatched on WEDNESDAY, the 16th August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the Eastern and Australian S. & Co., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, July 21, 1900. 1581

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship TARTAR.
Commander H. PYEWS, M.R.N., 4,425 Tons Gross, Register, will be despatched on or about WEDNESDAY, the 15th August.

For VICTORIA and VICTORIA, B.C., via MOJI, KOBE and YOKOHAMA (and the Coast Ports and Shanghai if sufficient inducements offers).

The Vessel has excellent accommodation for all Passengers, and Through Passage Tickets issued to all ports.

Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent, Hongkong, July 24, 1900. 1887

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOUGHOW.

THE Company's Steamship HAITAN.

Captain ROACH, will be despatched for the above Ports on THURSDAY, the 28th Inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAPIRAH & Co., General Managers.

Hongkong, July 24, 1900. 1592

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship YUEN-SANG.

Captain P. H. ROLES, will be despatched as above on THURSDAY, the 28th Inst., at 5 p.m.

This Steamer has superior Accommodation for First-class Passengers, and is provided with superior accommodation and is provided with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator; Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by Steamers of the other lines.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, July 21, 1900. 1480

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship TAIFONG.

Captain PENNFATHER, will be despatched as above on SATURDAY, the 28th Inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this twin-screw Steamer.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, July 21, 1900. 1489

SHEWAN, TOME & Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship ACARA.

will be despatched for the above Port, on the 28th July.

For Freight, apply to

SHIWAUN, TOME & Co., Agents.

Hongkong, July 10, 1900. 1523

THE OSAKA SHOSEN KAISHA, LTD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship TAMSUI MARU.

Captain H. NAGATA, will be despatched for the above Port on SUNDAY, the 29th Inst., at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Agents.

Hongkong, July 23, 1900. 1502

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE-FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Co.'s Steamship ERNEST SIMONS.

Captain DURAND, will be despatched for the above Ports on or about MONDAY, the 20th Inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, July 24, 1900. 1600

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship KASHING.

Captain HOPKINS, will be despatched as above on TUESDAY, the 31st instant, instead of as previously advised.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, July 24, 1900. 1579

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

(Taking cargo at LONDON rates).

THE Company's Steamship SARPEDON.

Captain GRIFFIN, will be despatched as above on or about the 24th August.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, July 13, 1900. 1521

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship INDRAVELLI.

Captain W. E. CRAVES, will be despatched as above on or about the 24th August.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, July 20, 1900. 1570

NORDEUTSCHER LLOYD.

REGULAR SERVICE.

FOR GERMAN, COLONIAL AND AUSTRALIAN PORTS.

Calling at SABAH, PONAPÉ, FREDRICK WILKINSHIPE, KENSCHIAPAN, HELLERIGS-HOME, TOWNVILLE, ROCKDALETON, BRISBANE and SYDNEY.

On WEDNESDAY,

the 5th September, 1900, at Noon, (the S.S. MUNCHEN, (4,550 Reg. Tons), Captain KREBS, with Mails, Passengers, Specie and Cargo will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and Stewardess as above.

For further particulars apply to the Agency of the Company, Queen's Building.

MELCHERS & Co., Agents.

Hongkong, July 10, 1900. 1559

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE-FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDIJERI,

MADRAS, CALCUTTA, DJEDOUTI,

Egypt, MARSSELLA,

MEDITERRANEAN AND

BLACK SEA PORTS, LONDON,

HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL & RIVER PLATE.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:

FOR STEAMSHIP. CAPTAIN. DATE.

SHIAI, NAKAI, KOBE & YMA, July. G. W. GORDON, R.N.R. About 28th July.

SHANGHAI, China. C. T. DENY. About 3rd August.

LOHOK, &c., Coromandel. F. W. VIBERT, R.N.R. Noon, 4th August.

YOKOHAMA, via NAKAI & KOBE. G. H. T. COOKE, R.N.R. About 4th August.

MARSEILLE, France. G. W. BABOT. About 14th August.

YOKOHAMA, via NAKAI & KOBE. G. W. BABOT. About 14th August.

YOKOHAMA, via NAKAI & KOBE. G. W. BABOT. About 14th August.

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